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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Chitinskaya Oblast)	REPORT	
SUBJECT	Unidentified Military Airfield near Borzya	DATE DISTR.	17 February 1955
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REFERENCE NO.	RD
DATE ACQUIRED		REFERENCES	

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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25 YEAR RE-REVIEW

USAF review completed.

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	AEC				

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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REPORT

## DEFECTOR RECEPTION CENTER

COUNTRY USSR (Chitinskaya Oblast)

DATE DISTR. Dec, 23, 1954

SUBJECT Unidentified Military Airfield near Borzys

NO. OF PAGES 4

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

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Identification Data

1. Refer to page 4, an overlay [redacted] pinpointed the location of the unidentified military airfield near Borzys (N 50-23, E 116-34): 25X1

1. A single-track rail line, Soviet standard gauge with wooden ties, in poor condition. It led northwest to Chita (N 52-03, E 113-30).

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2. Borzys.

3. Unidentified Airfield. The approximate area is indicated by the dotted line. For further details, refer to paragraph 2.

4. Railroad station "77". This consisted of two to three sidings; no buildings were recalled. [redacted] soldiers unloading timber here but no unloading facilities were observed. The station appeared to be neglected. 25X1

5. A large army camp [redacted] 25X1

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25 YEAR RE-REVIEW

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General Information

2. The airfield was located approximately four to five kilometers from the army camp, where it could be seen better than from the rail station because the terrain on both sides of the rail station rose slightly, forming a valley through which the rail line was built. The airfield appeared to be on the same level as the army camp but its size could not be estimated. Various buildings were seen around the field and appeared to be painted white (number and dimensions unknown) [redacted] the airfield housed an air force unit or division strength. 25X1

3. Air activity on the field was heavy. Both jet and conventional aircraft took off and landed almost continuously during the day. At night, [redacted] only the engines of conventional aircraft. The planes generally took off in a northerly direction and landed from the south [redacted] Only the tail of a landing aircraft could be seen after it was on the ground. Each time an aircraft landed, a small cloud of dust appeared. All jet planes were identified as MIG-15's. Conventional aircraft seen included: 25X1

- a. single-engined - LA-7, LA-9 and YAK-9
- b. twin-engined - IL-2, IL-4, and IL-12
- c. four-engined - TU-4 and IL-18

Jet aircraft were silvery. All conventional-type aircraft were painted green. No identification marks other than red stars were seen. The jet fighters seemed to be engaged in constant training. During good weather they took off, stayed airborne five to ten minutes, and then landed. [redacted] never saw more than one jet aircraft land or take off simultaneously. Jets took off at 30 to 45-second intervals. They flew singly or in pairs at all altitudes. Often vapor trails were observed in the sky. Occasionally, jets flew in groups of three and four (type of formations not recalled). 25X1

4. Conventional fighters were engaged in similar training. Two-engine aircraft were seen less frequently. Four-engined planes landed and took off five to six times a day. During bad weather, only propeller-driven aircraft were observed in the air. Several four-engine planes could be seen parked on the field but never more than four or five at one time; their parking area was located on the west side of the field. [redacted] 25X1

5. At night, one searchlight was constantly in operation. The beam was approximately 70° above the horizontal and revolved slowly. Several times [redacted] saw four or five searchlight beams searching the sky. The light beams seemed to originate on the field. 25X1

6. Air-to-air firing practice was observed almost every day. Both jet and propeller-driven fighters took part. The firing practice was conducted south of the base. Usually, a twin-engine aircraft, identified as an IL-4, pulled a sausage-shaped target, 7 to 8 meters long, thickness unknown. The distance between the tail of the aircraft and the target appeared to be 30 to 35 m. Usually, two fighters, jet or conventional, approached the target either from the right or from the left, clock position unknown. The first aircraft fired two or three short bursts while the second fighter did not fire. The same two aircraft then approached the target from the opposite side, changing positions but only the first fighter fired. Bursts fired from jets sounded like very slow, heavy machine gun fire. Firing was done at various altitudes, 700 m. to 5,000 m. Occasionally, firing practice took place almost directly over the army camp [redacted] 25X1 25X1

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7. Sometimes [redacted] fire coming from the direction of the field, with two to three guns firing at three-minute intervals. No artillery shell bursts were seen in the sky; however, the sound of explosions came from the south from an army artillery firing range located six to seven kilometers south of the army camp. The length of time between the actual artillery fire and explosions could not be estimated but, judging from the sound, the artillery guns were of heavy caliber. [redacted] positive that the firing came from the airfield. 25X1
8. [redacted] the airfield was not new. 25X1
1. [redacted] Comment: Although the referenced map showed this rail line to be a double-track line, [redacted] insisted it was single-tracked. 25X1

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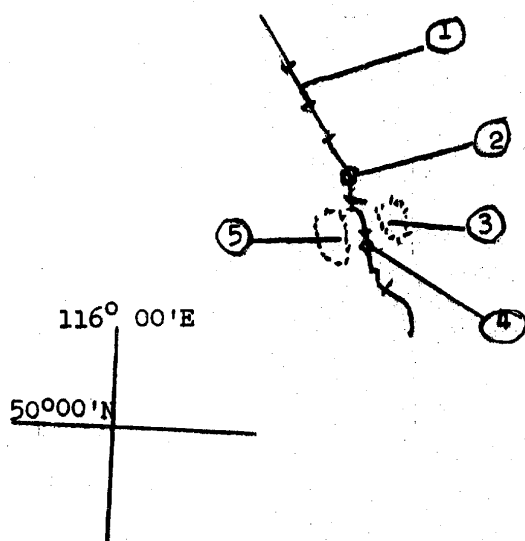
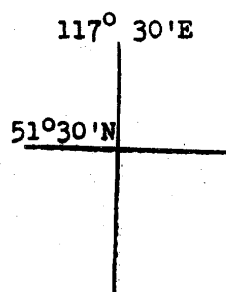
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Overlay of

pinpointing  
unidentified military airfield

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